

Public Transportation Profile

Idaho Transportation Department, Region 2

Introduction

The rugged mountains and deep canyons with major rivers restrict transportation in Region 2 and permit only two one-lane highways, east-west corridor U.S. 12 and north-south route U.S. 95, which cross between Lapwai and Lewiston. Hells Canyon precludes transportation to the southwest. Density is approximately seven persons per square mile, about one-half of the state average, in an area comprising 13,133 square miles.

Region 2 consists of five counties. They include Clearwater, Idaho, Latah, Lewis and Nez Perce. Latah and Nez Perce are urban counties and the remaining three counties are rural. The regional urban centers are Lewiston and Moscow in Nez Perce County and Latah County, respectively. Small urban cities in the region include Grangeville and Orofino.

Transportation into Washington is extremely important as the region's two busiest highway sections lead from Lewiston and Moscow to neighboring Clarkston and Pullman, respectively. The two major highways, mentioned above, are used extensively by the trucking industry to transport logs, wood chips, grain, and manufactured goods to and from the region. Census data illustrates that a significant number of people are transit dependent within this region or are at-risk of becoming dependent. The regions largest and third largest employers, Washington State University and University of Idaho, respectively, have transit services for their combined student and staff population.

Demographics

The Region 2 population totaled 97,600 in 1996. The regional population growth is projected to increase 1.8 percent between 1997 and 2001. More than one-half of the Region 2 population lives within five miles of the Washington state line. Over the 20-year period 1996 to 2015 the population growth is projected to increase by 9.1 percent. Population information was obtained from the 1996 Idaho State Profile prepared by Woods & Poole Economics, Inc.

Existing Public Transportation Services

Public transportation services in ITD Region 2 are provided by 10 organizations. These include private non-profit and private for-profit providers. Specifically, Region 2 providers include Interlink, Link Transportation Systems, Inc., Moscow/Latah Public Transit, COAST (Whitman County Council on Aging and Human Services, d.b.a. Moscow/Latah Public Transportation), Nez Perce Tribe, Northwest Trailways, Opportunities Unlimited, Inc., Palouse-Clearwater Environmental Institute, Regional Public Transportation (d.b.a. Valley Transit), and Wheatland Express. Their services are described below.

- ◆ COAST (d.b.a. Moscow/Latah Public Transportation) – demand response service for the general public in parts of Clearwater, Idaho, and Lewis counties; intercity service for the general public providing connectivity from various towns in Clearwater and Idaho counties to other towns within those counties and to Lewiston; and organized volunteer service for the general public, provided under contract with Retired Senior Volunteer Program (RSVP), in parts of all 5 counties that comprise Region 2.
- ◆ Interlink – organized volunteer services for seniors and the disabled in an area between Lewiston and Culdesac.
- ◆ Link Transportation Systems, Inc. – vanpool service for the general public from Lewiston to Pullman and intercity service for the general public from Moscow to Spokane and from Elk River and a number of towns in Latah County to Moscow.
- ◆ Moscow/Latah Public Transportation – demand response service for the general public throughout Latah County.
- ◆ Nez Perce Tribe – demand response service for senior tribal members located within the Nez Perce Indian Reservation.
- ◆ Northwest Trailways – intercity service for the general public from Boise to Lewiston and Lewiston to Spokane via Moscow.
- ◆ Opportunities Unlimited, Inc. – demand response service for the disabled in the cities of Lewiston and Moscow and organized volunteer services for the disabled in the cities of Grangeville and Orofino.
- ◆ Palouse-Clearwater Environmental Institute – vanpool service for the general public from Lewiston to Moscow via Genessee, Moscow to Lewiston, and Moscow to Lapwai.
- ◆ Regional Public Transportation (d.b.a. Valley Transit) – demand response service for the general public in the southwest section of Latah County and northwest section of Nez Perce County.
- ◆ Wheatland Express – intercity service for the general public from Moscow to Pullman.

Region 2 services not meeting the study definition of public transportation are provided by a number of other organizations. For instance, the Department of Health and Welfare provides rides with state-owned vehicles through its regional office. The Idaho Department of Health and Welfare and the Idaho Division of Vocational Rehabilitation also fund transportation services through the reimbursement of client-provided trips. Other providers include Black and White Taxi Company and Moscow/Pullman Taxi.

The sources of service information include the results of the provider survey administered as part of the Idaho Public Transportation Needs and Benefits Study, Movin' Idaho, and ITD's Recipient Operators Sub System (ROSS).

Public Transportation Needs

Existing public transportation services were evaluated against a series of service standards, including existing, minimum, enhanced, and optimal levels of service, to determine the percent of population having access at each service standard for each type of public transportation service considered for the state of Idaho.

Services were evaluated on a location-specific basis. For example, fixed route services were evaluated in urbanized areas and urban cities having a population of 15,000 or more. Intercity and rideshare services were primarily assessed in small urban cities (i.e., cities having a population from 2,500 to 14,999) with service to regional population centers. Alternatively, demand response and volunteer services were evaluated on county-wide and region-wide bases, respectively.

The results of the comparison of existing services with service standards for Region 2 by mode are summarized below in terms of the percent of the population having access to service in specific locations. For instance, the results indicate that 0 percent of the population in urbanized areas or large urban cities has access to fixed route service, while 78 percent of the region's population has access to volunteer services at the baseline and minimum levels of access. Additionally, 94 percent of the population have access to rideshare services at the existing, minimum, enhanced and optimal levels.

	Tier 1 Existing	Tier 2 Minimum	Tier 3 Enhanced	Tier 4 Optimal
Fixed Route	0%	0%	0%	0%
Demand Response	84%	84%	2%	0%
Rideshare	94%	94%	94%	94%
Intercity	100%	53%	0%	0%
Volunteer	78%	78%	19%	0%
Coordination	92%	92%	92%	92%

Service Strategies

Based on service needs, service strategies were developed. Service strategies address both met and unmet needs. Service strategies for Region 2 are summarized below.

- ♦ Fixed Service Route – New fixed route service, in the form of hourly circulating loop service, needs to be implemented in Lewiston and Moscow.
- ♦ Demand Response – Existing demand response service needs to be enhanced, and new service needs to be implemented in the unserved areas of the region.
- ♦ Rideshare – Existing vanpool service should be maintained, and new vanpool service needs to be implemented from Orofino to Lewiston. Additionally, a regional carpool program is needed to provide a central source for organizing carpools.
- ♦ Intercity – Existing intercity service provides connectivity between all of the targeted locations in Region 2 for this type of service at the existing level of access. Existing

intercity service should be maintained and, where necessary, enhanced to meet service requirements.

- ♦ Volunteer – Existing organized volunteer service needs to be enhanced, and new service needs to be implemented in the unserved areas of the region.

Coordination

Region 2 providers have achieved enormous success in coordinating public transportation services. Extensive cooperation between providers exists and has resulted in the highest level of regional coordination in Idaho. However, there are opportunities for achieving increased coordination of social service trips, such as those funded by the Idaho Department of Health and Welfare and Idaho Division of Vocational Rehabilitation. Although some of their transportation services are provided through contracts with public transportation providers, such as COAST and Valley Transit, more efficient use of public transportation resources can be achieved through more effective coordination between public transportation providers and social service agencies.

Funding Requirements

Funding requirements were developed for implementing service strategies at each access standard – existing, minimum, enhance, and optimal. Funding requirements for the baseline access standard (i.e., the cost to maintain the current level of service with population growth and inflation) are provided below for the five-year period 1997-2001.

Mode	1997	1998	1999	2000	2001
Operating Cost	\$1,213,324	\$1,270,648	\$1,326,046	\$1,383,842	\$1,445,595
Capital Cost	\$676,000	\$0	\$0	\$256,714	\$0
Total Cost	\$1,889,324	\$1,270,648	\$1,326,046	\$1,640,556	\$1,445,595

Capital requirements vary considerably from year to year and are dictated by vehicle replacement schedules. Vehicle replacement requirements peak in 1997. The average annual total funding requirement for the five-year period 1997-2001 for the Tier 1 level of service (i.e., maintaining the existing level of service) is \$1.5 million. This compares with the average annual cost in inflated-year dollars to achieve the Tier 2, Tier 3, and Tier 4 levels of service of \$4.1 million, \$6.0 million, and \$7.4 million, respectively.

Funding for public transportation services and facilities is currently received from a combination of federal, state, and local sources. Some sources provide funding specifically for transportation purposes, while others provide funding for broader social services needs, which can include transportation.

Federal public transportation funding sources include the Federal Transit Administration through various grant programs and the Federal Highway Administration through Congestion Mitigation and Air Quality funds. Federal social service funding sources that

support the transportation of individuals include, but are not limited to, the Older Americans Act, Medicaid, and the National Services Corporation.

There are currently no state funding sources dedicated to public transportation services. Local funding sources include local resort option taxes, fares, donations, advertising, and fund raisers to name a few.

Benefits

Over the past several years, numerous studies by federal, state, and local governmental entities have shed light on the benefits of public transportation services. Drawing from research performed for the Transportation research Board and states such as Washington, beneficial impacts of public transportation expenditures were quantified in the following categories: economic, environmental, safety and security, cost avoidance, and land use.

Benefits were compared to costs at each access tier for the period 1997 to 2001. The benefit to cost ratios are as follows:

- ◆ Tier 1: 4.01
- ◆ Tier 2: 3.95
- ◆ Tier 3: 3.95
- ◆ Tier 4: 4.36

These ratios indicate that for every \$1.00 invested in public transportation anywhere from \$3.95 to \$4.36 of beneficial impact will result.

Clearwater County Public Transportation Profile

Introduction

Clearwater County borders the state of Montana in northern Idaho. It is the state's twenty-eighth most populous county and tenth largest in area. Nearly 27 square miles of the county is water, and about 54 percent of the land area is federally owned. Historically, forest and wood products employment have driven the economy. Total civilian employment in the county decreased about 4 percent from 1985 through 1995. Major employers include the school district, U.S. Forest Service, Potlatch Corporation, Department of Health and Welfare, and Clearwater Valley Hospital.

Clearwater County is the location of numerous outdoor sporting activities. Dworshak Reservoir and the Clearwater River provide excellent fishing opportunities, and the forested lands of the Clearwater drainage are home to large populations of deer and elk. Winter brings ample snow for cross country skiing and snowmobiling on miles of trails. County information was obtained from the Idaho Department of Commerce's "County Profiles of Idaho."

Demographics

The total Clearwater County population was 8,960 in 1996. The county population is projected to decrease by approximately 10.3 percent over the next 20 years. Orofino is the county seat and employment center. Population information was obtained from the 1996 Idaho State Profile prepared by Woods & Poole Economics, Inc.

Public Transportation Services

There are four organizations providing public transportation services in Clearwater County. These providers include COAST, Link Transportation Systems, Inc., Nez Perce Tribe and Opportunities Unlimited, Inc. The services made available by these providers are summarized below.

- ◆ COAST (d.b.a. Moscow/Latah Public Transportation) – demand response service for the general public in parts of Clearwater County, intercity service for the general public providing connectivity between various towns in Clearwater County and to Lewiston, and organized volunteer service for the general public, provided under contract with Retired Senior Volunteer Program (RSVP), in parts of Clearwater County.
- ◆ Link Transportation Systems, Inc. – intercity service for the general public from Elk River to Moscow.
- ◆ Nez Perce Tribe - demand response service for senior tribal members located within the Nez Perce Indian Reservation.
- ◆ Opportunities Unlimited, Inc. – organized volunteer service for the disabled in Orofino.

The sources of service information include the results of the provider survey administered as part of the Idaho Public Transportation Needs and Benefits Study and Movin' Idaho. Some of the trips provided by the above mentioned organizations are purchased through service agreements by the Idaho Department of Health and Welfare and the Idaho Division of Vocational Rehabilitation. Both agencies also provide trips through client reimbursements. Additionally, the regional office of the Department of Health and Welfare provides trips with state-owned vehicles.

Public Transportation Needs and Strategies

Existing public transportation services in Region 2 were evaluated against a series of service standards, including existing, minimum, enhanced, and optimal levels of service, to determine the percent of population having access at each service standard for each type of public transportation service considered for the state of Idaho. Based on the results of these comparisons, service needs and strategies were identified. Service strategies for Clearwater County are summarized below.

- ◆ Demand Response - enhance existing service and expand service to the unserved areas of the county.
- ◆ Rideshare - implement carpool/vanpool service from Orofino to Lewiston.
- ◆ Intercity - maintain existing service and enhance service from Orofino to Lewiston.
- ◆ Volunteer - enhance existing service and expand service to the unserved areas of the county.
- ◆ Coordination - expand existing coordination efforts with the expansion of services, and seek opportunities to coordinate tribal services.

There are also opportunities for achieving increased coordination of social service trips, such as those funded by the Idaho Department of Health and Welfare and Idaho Division of Vocational Rehabilitation.

Idaho County Public Transportation Profile

Introduction

Idaho County is in north central Idaho bordering both Oregon and Montana. While it is the nineteenth most populous county, it ranks number one in total area. Over 83 percent of the county is federal land. Forest and wood products provide the majority of employment. Total civilian employment increased almost 5 percent from 1985 through 1995. Major employers include the school districts, U.S. Forest Service, Idaho County, and St. Mary's Hospital.

The county contains the Selway-Bitterroot Wilderness Area, the Gospel Hump Wilderness Area, the Frank Church River of No Return Wilderness Area, and a large part of the Hells Canyon National Recreation Area. Approximately 165 miles of the nation's longest undammed river (the Salmon) wind through Idaho County. Also of note are the Nez Perce National Historic Park and the Lolo Indian Train which was followed by Lewis & Clark. County information was obtained from the Idaho Department of Commerce's "County Profiles of Idaho."

Demographics

The total Idaho County population was 14,640 in 1996. The county population is projected to increase by approximately 3.5 percent over the next 20 years. Grangeville is the county seat and employment center. Population information was obtained from the 1996 Idaho State Profile prepared by Woods & Poole Economics, Inc.

Public Transportation Services

There are three organizations providing public transportation services in Idaho County. These providers include COAST, Nez Perce Tribe and Opportunities Unlimited, Inc. The services made available by these providers are summarized below.

- ◆ COAST (d.b.a. Moscow/Latah Public Transportation) – demand response service for the general public in parts of Idaho County, intercity service for the general public between various towns in Idaho County and to Lewiston, and organized volunteer service for the general public, provided under contract with Retired Senior Volunteer Program (RSVP), in parts of Idaho County.
- ◆ Nez Perce Tribe - demand response service for senior tribal members located within the Nez Perce Indian Reservation.
- ◆ Opportunities Unlimited, Inc. – demand response service for the disabled in the cities of Lewiston and Moscow and organized volunteer services for the disabled in the cities of Grangeville and Orofino.

The sources of service information include the results of the provider survey administered as part of the Idaho Public Transportation Needs and Benefits Study and Movin' Idaho. Some of the trips provided by the above mentioned organizations are purchased through service agreements by the Idaho Department of Health and Welfare and the Idaho Division of Vocational Rehabilitation. Both agencies also provide trips through client reimbursements. Additionally, the regional office of the Department of Health and Welfare provides trips with state-owned vehicles.

Public Transportation Needs and Strategies

Existing public transportation services in Region 2 were evaluated against a series of service standards, including existing, minimum, enhanced, and optimal levels of service, to determine the percent of population having access at each service standard for each type of public transportation service considered for the state of Idaho. Based on the results of these comparisons, service needs and strategies were identified. Service strategies for Idaho County are summarized below.

- ◆ Demand Response - enhance existing service and expand service to the unserved areas of the county.
- ◆ Intercity - enhance service from Grangeville to Lewiston.
- ◆ Volunteer - enhance existing service and expand service to the unserved areas of the county.
- ◆ Coordination - expand existing coordination efforts with the expansion of services, and seek opportunities to coordinate tribal services.

There are also opportunities for achieving increased coordination of social service trips, such as those funded by the Idaho Department of Health and Welfare and Idaho Division of Vocational Rehabilitation.

Latah County Public Transportation Profile

Introduction

Latah County borders the state of Washington in northern Idaho. It is the tenth largest county in population and thirtieth largest in area. Less than 17 percent of the county is federally owned. The county economy is heavily influenced by the University of Idaho. Total civilian employment grew approximately 17 percent between 1985 and 1995. Major employers include the University of Idaho, Gritman Memorial Hospital, Wal-Mart, Bennett Lumber, and GTE Telephone.

In the heart of the Palouse Prairie, Latah County has some of the richest farmland anywhere in the United States. The University of Idaho in Moscow is home to the largest jazz event in the northwest, the Lionel Hampton Jazz Festival, held annually in February. County information was obtained from the Idaho Department of Commerce's "County Profiles of Idaho."

Demographics

The total Latah County population was 32,910 in 1996. The county population is projected to increase by approximately 18 percent over the next 20 years. Moscow is the county seat and employment center. Population information was obtained from the 1996 Idaho State Profile prepared by Woods & Poole Economics, Inc.

Public Transportation Services

There are eight organizations providing public transportation services in Latah County. These providers include COAST, Link Transportation Systems, Inc., Moscow/Latah Public Transit, Northwest Trailways, Opportunities Unlimited, Inc., Palouse-Clearwater Environmental Institute, Valley Transit and Wheatland Express. The services made available by these providers are summarized below.

- ◆ COAST (d.b.a. Moscow/Latah Public Transportation) – organized volunteer service for the general public, provided under contract with Retired Senior Volunteer Program (RSVP), in parts of Latah County.
- ◆ Link Transportation Systems, Inc. – intercity service for the general public from Moscow to Spokane and from Elk River and a number of towns in Latah County to Moscow.
- ◆ Moscow/Latah Public Transportation – demand response service for the general public throughout Latah County.
- ◆ Northwest Trailways – intercity service for the general public from Boise to Lewiston and Lewiston to Spokane via Moscow.
- ◆ Opportunities Unlimited, Inc. – demand response service for the disabled in Moscow.

- ◆ Palouse-Clearwater Environmental Institute – vanpool service for the general public from Moscow to Lewiston and Lapwai.
- ◆ Regional Public Transportation (d.b.a. Valley Transit) – demand response service for the general public in the southwest section of Latah County.
- ◆ Wheatland Express – intercity service for the general public from Moscow to Pullman.

The sources of service information include the results of the provider survey administered as part of the Idaho Public Transportation Needs and Benefits Study and Movin' Idaho. Some of the trips provided by the above mentioned organizations are purchased through service agreements by the Idaho Department of Health and Welfare and the Idaho Division of Vocational Rehabilitation. Both agencies also provide trips through client reimbursements. Additionally, the regional office of the Department of Health and Welfare provides trips with state-owned vehicles.

Public Transportation Needs and Strategies

Existing public transportation services in Region 2 were evaluated against a series of service standards, including existing, minimum, enhanced, and optimal levels of service, to determine the percent of population having access at each service standard for each type of public transportation service considered for the state of Idaho. Based on the results of these comparisons, service needs and strategies were identified. Service strategies for Latah County are summarized below.

- ◆ Fixed Route - implement fixed route service, in the form of an hourly circulating loop service, in Moscow.
- ◆ Demand Response - enhance existing service.
- ◆ Rideshare - maintain vanpool service from Moscow to Lapwai, enhance vanpool service from Moscow to Lewiston, and implement carpool service from Moscow to Lewiston.
- ◆ Intercity - maintain service to Moscow and enhance service from Moscow to Lewiston.
- ◆ Volunteer - enhance existing service and expand service to the unserved areas of the county.
- ◆ Coordination - expand existing coordination efforts with the expansion of service.

There are also opportunities for achieving increased coordination of social service trips, such as those funded by the Idaho Department of Health and Welfare and Idaho Division of Vocational Rehabilitation.

Lewis County Public Transportation Profile

Introduction

Lewis County is located in north-central Idaho. It has the seventh smallest population of all Idaho counties and is the fourth smallest county in total area. Only 2.5 percent of its land is federally owned, the least of any Idaho county. Agriculture, forest and wood products are important to the local economy. Overall employment in the county fell about 12 percent between 1985 and 1995. Major employers include Triple R Forest Products, the school districts, Kamiah Mills, and Spencer Logging.

In mid-August of each year Kamiah celebrates Chief Lookingglass Days. This event is a traditional pow wow by descendants of the Chief of the Nez Perce Tribe. County information was obtained from the Idaho Department of Commerce's "County Profiles of Idaho."

Demographics

The total Lewis County population was 3,830 in 1996. The county population is projected to decrease by approximately 4.2 percent over the next 20 years. Nez Perce is the county seat. Kamiah is the employment center for the county. Population information was obtained from the 1996 Idaho State Profile prepared by Woods & Poole Economics, Inc.

Public Transportation Services

COAST (d.b.a. Moscow/Latah Public Transportation) and the Nez Perce Tribe are the only organizations providing public transportation services in Lewis County. COAST provides demand response and organized volunteer services and the Nez Perce Tribe provides demand response service.

- ◆ COAST - demand response service for the general public in parts of Lewis County and organized volunteer service for the general public, provided under contract with Retired Senior Volunteer Program (RSVP), in parts of Lewis County.
- ◆ Nez Perce Tribe - demand response service for senior tribal members located within the Nez Perce Indian Reservation.

The sources of service information include the results of the provider survey administered as part of the Idaho Public Transportation Needs and Benefits Study and Movin' Idaho. Some of the trips provided by the above mentioned organizations are purchased through service agreements by the Idaho Department of Health and Welfare and the Idaho Division of Vocational Rehabilitation. Both agencies also provide trips through client reimbursements. Additionally, the regional office of the Department of Health and Welfare provides trips with state-owned vehicles.

Public Transportation Needs and Strategies

Existing public transportation services in Region 2 were evaluated against a series of service standards, including existing, minimum, enhanced, and optimal levels of service, to determine the percent of population having access at each service standard for each type of public transportation service considered for the state of Idaho. Based on the results of these comparisons, service needs and strategies were identified. Service strategies for Lewis County are summarized below.

- ◆ Demand Response - enhance existing service and expand service to the unserved areas of the county.
- ◆ Volunteer - enhance existing service and expand service to the unserved areas of the county.
- ◆ Coordination - expand existing coordination efforts with the expansion of services, and seek opportunities to coordinate tribal services.

There are also opportunities for achieving increased coordination of social service trips, such as those funded by the Idaho Department of Health and Welfare and Idaho Division of Vocational Rehabilitation.

Nez Perce County Public Transportation Profile

Introduction

Nez Perce County is on the Washington border at the confluence of the Snake and Clearwater Rivers. It is the eighth most populous county in the state and the thirty-third largest in area. Only 4 percent of the county is federal land, the second lowest of all counties. While paper and wood products form the foundation of the local economy, trade and transportation are also important due to the influence of the Port of Lewiston, Idaho's only seaport. Total civilian employment grew 48 percent from 1985 through 1995. Major employers include Potlatch Corporation, St. Joseph Regional Hospital, Blount, Inc., Lewis-Clark State College, Medical Service Bureau, and the Nez Perce Tribe.

Containing both the Snake and Clearwater Rivers, Nez Perce County provides extensive river recreation opportunities. This area is the major gateway to Hells Canyon, the deepest gorge in North America. County information was obtained from the Idaho Department of Commerce's "County Profiles of Idaho."

Demographics

The total Nez Perce County population was 36,760 in 1996. The county population is projected to increase by approximately 9.8 percent over the next 20 years. Lewiston is the county seat and employment center. Population information was obtained from the 1996 Idaho State Profile prepared by Woods & Poole Economics, Inc.

Public Transportation Services

There are eight organizations providing public transportation services in Nez Perce County. These providers include Interlink Link Transportation Systems, Inc., COAST, Nez Perce Tribe, Northwest Trailways, Opportunities Unlimited, Inc., Palouse-Clearwater Environmental Institute and Valley Transit. The services made available by these providers are summarized below.

- ◆ Interlink – organized volunteer services for seniors and the disabled in an area between Lewiston and Culdesac.
- ◆ Link Transportation Systems, Inc. – vanpool service for the general public from Lewiston to Pullman.
- ◆ COAST (d.b.a. Moscow/Latah Public Transportation) – organized volunteer service for the general public, provided under contract with Retired Senior Volunteer Program (RSVP), in parts of Nez Perce County.
- ◆ Nez Perce Tribe – demand response service for senior tribal members located within the Nez Perce Indian Reservation.
- ◆ Northwest Trailways – intercity service for the general public from Boise to Lewiston and Lewiston to Spokane.

- ◆ Opportunities Unlimited, Inc. – demand response service for the disabled in Lewiston.
- ◆ Palouse-Clearwater Environmental Institute – vanpool service for the general public from Lewiston to Moscow via Genessee.
- ◆ Regional Public Transportation (d.b.a. Valley Transit) – demand response service for the general public in the northwest section of Nez Perce County.

The sources of service information include the results of the provider survey administered as part of the Idaho Public Transportation Needs and Benefits Study and Movin' Idaho. Some of the trips provided by the above mentioned organizations are purchased through service agreements by the Idaho Department of Health and Welfare and the Idaho Division of Vocational Rehabilitation. Both agencies also provide trips through client reimbursements. Additionally, the regional office of the Department of Health and Welfare provides trips with state-owned vehicles.

Public Transportation Needs and Strategies

Existing public transportation services in Region 2 were evaluated against a series of service standards, including existing, minimum, enhanced, and optimal levels of service, to determine the percent of population having access at each service standard for each type of public transportation service considered for the state of Idaho. Based on the results of these comparisons, service needs and strategies were identified. Service strategies for Nez Perce County are summarized below.

- ◆ Fixed Route - implement fixed route service, in the form of hourly circulating loop service, in Lewiston.
- ◆ Demand Response - enhance existing service and expand service to the unserved areas of the county.
- ◆ Rideshare - enhance existing vanpool service and implement carpool service from Lewiston to Moscow.
- ◆ Intercity - enhance service from Lewiston to Moscow.
- ◆ Volunteer - enhance existing service and expand service to the unserved areas of the county.
- ◆ Coordination - expand existing coordination efforts with the expansion of services, and seek opportunities for coordination of tribal services.

There are also opportunities for achieving increased coordination of social service trips, such as those funded by the Idaho Department of Health and Welfare and Idaho Division of Vocational Rehabilitation.